#### MUNICIPAL CURRENTS.

ANOTHER CHARTER COMPLICATION. THE CONTROLLER HOLDS THAT THE NEW CHARTER PROHIBITS THE PAYMENT OF PUBLIC MONEY TO

RELIGIOUS OR DENOMINATIONAL SCHOOLS-IN-STITUTIONS THAT RECEIVE AID FROM THE CITY. The Committee on Finance of the Board of | was Education reported on April 30 to the Board its esti-mate of the amount of money needed for the various schools for the six months ending on July 1. This was laid over under the rule for two weeks, until the meeting on May 14, and the report of the Finance Committee was then adopted by the Board. When the estimates were transmitted to Controller Green, he examined ons of the Charter, he could not pay the sums desired for the support of religious or denominational schools. Section 75 of the new Charter as amended by

schools. Section 75 of the new Charter as amended by Section 10, Chapter 757, Laws of 1873, reads as follows:

No money belonging to the City or City and County of New-York, raised by faxation upon the property of the citizous thereof, shell be appropriated in aid of any religious or denominational school, neither shall any religious or denominational school, neither shall any conjugately, real or personal, belonging to said city or said city and county be disposed of to any such school, excity and county be disposed of to any such school, excity and county be disposed of to any such school, exproperty, real or personal, belonging to said school, ex-city and county be disposed of to any such school, ex-cept upon the sale thereof at public auction, after the same has been duly advertised, at which sale such school shall be the highest bedeer, and upon payment of the sum so bid into the city treasury, neither shall any property belonging to the city or city and county be leased to any sensol under the control of any religious or denominational institution, except upon such terms as city property may be leased to private parties after the same has been duly advertised.

This section, in the opinion of the Controller, is very icit, and covers the whole ground. He has written President Wm. H. Neilson, inclosing the pay-roll containing the names of the religious and denominamal schools and the sums awarded to them under revious laws. He cites the section bearing on the suband asks President Neilson to transmit the decuthey will point out what schools are entitled to support from city moneys as being neither religious nor declauses. The following are the schools and institutions which now receive aid from the city and anty, with the number of scholars and the amounts received by each school :

INSTITUTIONS AIDED BY THE CITY.

7,616 00 1,217 21 4,291 89 5,925 17 31,367 57 421 88 De-inquestia 101
Latine Tener Minimum Society 352
Free Fount House of Industry 247
Free Fount House of Industry 259
Future on Child's Hospital 35
Jose Nock Society for the Hollet of
the Rupturel and Crippied 142 1,711 26

.. 7,990 \$96,285 27 President Wellson was called on by a reporter of THE TRIDUNK, and questioned relative to the matter. He stated that he had received such a communication from the Controller, but the matter was so grave that he preered to say nothing about it until after the meeting o the Board of Education, when the communication of the Centroller would be laid before that body, and the mat-Controller would be laid before that body, and the matter would then be fully discussed. He did not think a meeting of the Board would be held before September.

Controller Green was absent from his office when the reporter called. Mr. Earle, the Auditor, said that the Controller deared the Finance or Architing Committee of the Bourd of Education to understand the law fully, and to dearnate which schools or educational institutions were still entitled to receive public moneys, and on the pay-rolls have certified by them payment would be made. The matter is rendered more complicated from the fact that the report of the Finance Committee was presented to the Board of Education on April 30, laid over to May 18, and then adopted. Meanwhile, the charter had passed the Lexislature and been signed by the Governor. If the report had been promptly acted upon by the Board of Education it would have been legal, because entered into under the provisions of the old charter.

### GUIDET PAVEMENT JOBS.

THE CONTROLLER CHARGES MR. VAN NORT WITH MAKING WASTEFUL CONTRACTS.

The Controller has just made public a long communication on the subject of estimates for streetpaving, which he sent to the Mayor last May. It relates to the contracts for paving with stone blocks South Pulton to Morris-st., which were made by Commissioner Van Nort with Charles Guidet, on June 19, 1872, as Mrvalue of the work. The cost of these works was as folof cost above a fair value is \$61,729 15; \$30,520 53 on the South Fifth-ave, improvement, and \$21,407 62 on the Church-st. contract. The pavement cost \$6 per square yard, and the bridge stones \$1 70 per square foot; \$4 and \$1 25, respectively, would have been fair allowcording to the Controller. Samuel T. in an affidavit that is sent to the Mayor that Samuel Barber, a contractor, is laying a pavement in Broad-st., ward and bridge stones could be furnished, if wanted, for 75 cents per square foot. Amos F. Eno, a property-owner on South Fifth-ave., affirms in an affidavit that early in 1871 Charles Guidet informed him that he would lay a pavement similar to the one in Broadway between Fourteenth-st. and Bowling-green for \$5 per square yard, and that the propertyowners in their petition fixed the limit of the cost at that price. The Controller adds that a contract for paving Mount Prospect-ave., Newark, with stone blocks, of the same kind as those used in South Fifth-ave., was awarded at \$2 87 per square yard; and that We Guidet made a bid of \$4 07 for the same work. Reference is also made to a decision of Judge Benedict in the Henry-st., Brooklyn, pavement suit, in which Guidet's price is said to exceed "by 34 per cent the price at which others have offered to lay down the pavement called for by the specifications in question." The Con-

called for by the specifications in question." The Controller concludes his letter thus:

The laws under which the contract for these pavements were entered into by the Department of Public Works provide that the work may be done by day's work or by contract, but when a contract is made it should be entered into in the usual way, only with the lowest bidder, after due public advertisement and consideration of the bids. If it is claimed that the law authorizes in this case a departure from the customary method of letting work publicly, it would seem that ordinary prudence would forbid the letting of work at a price largely exceeding its fair value.

### SANITARY PRECAUTIONS.

THE LATEST MEASURES OF THE HEALTH BOARD-

THE SCAVENGING SYSTEM DENOUNCED. At the meeting of the Board of Health, yesterday, the attorney stated that there had been 37 cases of non-compliance with orders respecting the abatement of nuisances. Suits were ordered to be brought against the offending persons. The following street pavements were reported to be in a bad condition: Tenth-ave., in front of Nos. 80 and 82; Second-st., between Avenues C and B; Stone-st., in front of No. 65. The complaints were referred to the Commissioner of Public Works. The attorney reported that Wm. McNiel had paid all that expense incurred by the Board in destroying his sheds on the bulkhead at the fost of West Fortieth-st. Inspector Gridley reported that the steamer Algonquin, used by the New-York Fertilizing Company as a rendering boat, was now kept in the Hudson River near the New-Jersey shore, and therefore had ceased to be a nuisance so fa as this city was concerned. The Sanitary Inspectors reported that the Rendering Company had made no opposition to the receiving of dead animals on the pier at the foot of West Thirty-ninth-st, by the agents of Frank Swift, and that the contractor was faithfully fuifilling his contract. A letter from Pilot Commissioner Blunt thanked the Board for its information that the schooner Experiment was dumping browers' waste into the waters of Kill Von Kull, and said that a suit had been brought against the owners of the vessel. The police were requested to enforce the order commanding the vacation of a cellar at No. 136 Mott-st. Sautary Superintendent Day reported that the seizing and condemning of unripe fruit had continued since the previous meeting of the Board. In all there had been about 175 seizures, the owners of the fruits making very little opposition. The counsel of the Board, W. P. Prentice, stated that he had carefully examined the section of the law defining the duties of the Registrar of Records, and had come to the opinion that it must be strictly obeyed in relation to the recording of the births, marriages, and deaths in the order in which they are received by the recording officer. A construction of the law by which it had been sought to avoid the necessity of numbering and recording the deaths in the same manner as the

births and marriages, was inegal.

Sanitary Superintendent Day reported that, in compliance with the orders of the Board, the Sanitary Inspectors have investigated the manner in which privies are now emptied. The Inspectors had found that the sleaning of privies was done by 20 seavengers, and by the Monhattan Odorless Excavating Company, the Beenses being is med by the Mayor and the permits by the Sanitary Bureau. The law compelled tuose scaven-gers using common tubs and carts to work between the

births and marriages, was illegal.

hours of 10 p. m. and 4 a. m. Inspector Post visted No 471 Sixth-ave, and there found at work Peter Hays, a scavenger. The whole process was conducted in a very careless manner. The tubs had no covers and the carts stood uncovered, thus exposing the night-soil to the air. The stench at last became so unbearable that pedes-trians crossed the street to avoid the nuisance. The dumping from the tubs into the so carelessly done that the sidewalk was so carelessly done that the sidewalk and sutter were covered with liquid filth. The obedience to the law night be judged by the fact that one of the rules laid down by the Mayor for the suidance of seavengers reads as follows: "No tub must be used in carrying the contents of privies to the street without a tight cover, and the lid of each cart must be kept constantly shut, except when actually receiving the contents of tubs." Inspector Marris witnessed the emptying of a privy at No. 411 East Eighteenth-st., and at No. 222 First-ave, by Peier Schriber, where there was the same disobedience of the law, No disinfectants were used until the Inspector asked that they should be employed. Other Inspectors transmitted similar reports in respect to the manner in which the following named scaveners executed their work: C. Dick, at No. 336 East Tairty-fourth-st.; Charles Prohman, Cart No. 83, at No. 645 Third-ave., Aug. 7; and H. Smith, Cart No. 22, at No. 525 West Forty-sixth-st., Aug. 7. The report closed as fellows:

31. at No. 555 West Forty-sixth-st., Aug. 7. The report closed as fellows:

"The system of scavinging now in vogue in this city is utterly unworthy of the age. Although it is possible with great care and neatness to empty vanits without offense by it, the temptation of darkness, which prevents surveillance, the character of the employes to whom ordure is not a nuisance, will insure the work being done in a slovenly manner, allowing the air of densely populated blocks to be nightly filled with the most poisonous and disgusting emanations, by which low forms of fever, diarrhea and dysentery are created, or scriously aggravated, is indeed a great evil. Every possible precaution should be thrown around the business, and any well-sustained complaint should cause the scavenger to lose his license."

On motion of Commissioner Henry Smith the names of the offending scavengers were ordered to be sent to Mayor Havemeyer, with a request that he would revoke their licenses.

#### A RING FORESHADOWED.

THE ASSISTANT ALDERMEN AT CROSS-PURPOSES. There is alleged to be a plan on foot to form a Ring in the Board of Assistant Aldermen in much the same way as the one in the Board of Aldermen was organized, and that the dismissal of cierks by Mr. Mo loney and the appointment of others are parts of the scheme. The majority in the Board now consists of nine Republicans and two Democrats. It is suggested that over to the opposition, the tables will be turned. The coalition has not been definitely formed, but strong inducements have been held out, and the members of the opposition claim that they have assurances that they will succeed. It is even asserted that the changes made in the clerical force of the Board were directed by Mr. Moloney in pursuance of the scheme that has been devised. In support of this theory, it is urged that one of the clerks, who has been removed, is a son of Assistant Alderman Beyea, one of the Republican members. It is asserted that when the Boards of Aldermen and Assistant Aldermen meet in September an attempt will be made to secure the complete reorganization of both Boards. Presidents Vance and Wade are to be deposed and Democrate chosen; the committees will be reorganized, the Republican clerks dismissed, and friends of the members of the successful factions chosen. if the two Democrats, Messrs. Keating and Murphy, go

#### NEW DEPOTS AT JERSEY CITY.

THE NEW FREIGHT AND PASSENGER DEPOTS OF THE PENNSYLVANIA RAILROAD-TWO AND A HALF MILLIONS TO BE EXPENDED.

During the past few months the passenger and freight business of the Pennsylvania Railroad has so much increased as to render necessary the erection of new buildings at the Jersey City terminus, and two of them have already been begun. Hereafter the freight depot will be separate from the passenger depot, the former being erected at Harsimus Cove, at the foot of Greene-st., while the latter will be rebuilt on the site of the old depot. The freight depot is to be a frame building, constructed in two portions, the northern of which will be 800 ft. in length by 60 ft. in width, while the southern portion will be 900 feet in length by 60 in width. Each of these portions will be covered with a hip roof of slate, the highest point of which will be 30 feet from the ground, the springing line being 116 feet lower down. This building will be inclosed on the outside only, as between the two portions there will be no wall. The sides of the building will be divided into spaces of 16 feet each, these spaces on the north side being occupied aiternately by windows and doors, while on the south side there will be a window and door in each space. At the hight of the springing line between the two roofs, will be a very large gutter, with which at every column large leaders will run. The caves pipes have been made very large—12 by 14 inches—so as to facilitate the carrying off of any amount of snow which may accumulate on the roofs in Winter. Extending forward from the front of the southern portion of the building is a grain pier, 830 feet long by 65 feet wide, which will in time be placed under cover. South of the grain pier, two large ferry slips are being built, from which cars will be run upon floats for transportation to New-York. North of the pier, a channel, 230 feet wide, and 32 feet deep at high water, is being excavated by Messrs. Morris and Cummings for the company, which will eventually establish a line of European stamens from this place. Still further north another pier of about the same size is to be built. A road has been constructed from the freight depot through Prospect-st., over which the first train passed on Wednesday. Green-st. will be extended across the cove, and the space between it and Prospect-st. will be entirely filled by the material which is now being dredged from the bottom of the river. T. B. Balley, Superintendent of the work, states that in all his long connection with the Fennsylvania Railroad he has never seen a depot so quickly exceted, work having been begin on July 1, and it being expected to finish it by Sept. large leaders will run. The eaves pipes have been made connection with the Fennsylvania Kulivota he has not seen a depot so quickly erected, work having been begun on Juiy 1, and it being expected to finish it by Sept.

1. About 200 men are and have been constantly employed. The cost of the depot will be about \$400,000, while that of all the improvements at the Cove will be about \$2,000,000. On the south of the depot, and running to the ferry slips, will be eleven narrow-gauge tracks of the same description. In the construction of the depot over 1,000,000 feet of timber have been used, together with 600 tons of slate, 15,000 square feet of tip, and 35 tons of iron.

over 1.000,000 feet of timber have been used, together with 600 tons of slate, 15,000 square feet of tin, and 35 tons of fron.

The old passenger depot of the Company, in Montgomery-st., Jersey City, is being demonshed to make room for the new one. This will be about four times the size of the old one. The depot proper will be 600 feet long by 165 feet wide, and will contain eight tracks, together with five platforms, each of which will be 16 or 18 feet wide. To the north, and immediately adjoining the main structure, will be a building for the purpose of washing the cars, which will have a length of 600 feet and a width of 72 feet, and will contain four tracks. The whole building will be covered by a plain peak roof of three spans, with wooden beams and fron truss-work, the whole being supported on larger oak pillars. The central span will have a breadth of 36 feet, with a peak 40 feet high, and the two side spans will each have a breadth of 36 feet, and a hight of 20 feet for their peak; while the spring line of the whole structure will be 20 feet above the ground. The roof will be of tin, fastened upon wood and leit, and will have ventilators, with tops of glass and sides of open lattice-work, throughout its whole extent. At the end of the tracks, and extending across the width of the building, will be a passage 30 feet wide, on the further side of which will be a waiting-room 100 by 84 feet in extent, which will have a very high celling and will contain on one side restaurants, and ticket and other offices. This room will be filted up in a very handsome manner, with chamferred beams and fanoy scool work. The depot proper will be finished in a very plain but substantial manner. At the rear of the waiting-room will be a passage, 40 feet in width, beyond which will be the ferry slips, six in number, which will be 100 feet further out in the river than the present ones. It is expected that the improvements will be completed by Jan. 1, at a cost of about \$50,000.

### THE LEGION OF ST. PATRICK.

The military portion of the Fenian Brothernood, known as the Legion of St. Patrick, had a parade and pienic yesterday. There are five of these organiza-tions, of which New-York has one, all under the direction of Col. John O'Mahony, Commander-in-Chief. This battalion was under the command of Major Andrew Leonard, and had about 400 men in line. The number, it was thought, would have been much larger, if it had not been for the uncertainty in regard to the decision of the authorities in reference to armed parades. At 1 p. m. the battalion formed at Military Hali, in the Bowery, and escorted by Company K of the 69th Regiment, under command of Capt. Kerr, and accompanied by delegations from Brooklyn, Paterson, Passaic, and Jersey City, marched through the Bowery to Eighth-st., through Stuyvesant-place, Eleventh-st., First-ave., Twenty-second-st., Second-ave., Thirty-fourth-st., and Third-ave., where they took the cars for Jones's Wood. The procession was led by Butler's Alliance Band and the Drum Corps of the 69th Regiment. Among those present were Col. Cavanagh and soveral other officers of the last named regiment, and others prominent in the Fenian Brotherhood. At Jones's Wood the battalion was reviewed by Col. John O'Mahoney, and dinner, dancing, and other festivities filled up the remainder of the day. battalion was under the command of Major Andrew

# IMMIGRANT BOARDING-HOUSE KEEPERS.

At yesterday's meeting of the Castle Garden Committee of the Board of Emigration, a number of boarding-house keepers were admitted to the privileges of the Garden. On Aug. 1 the badges of all the landlords were taken away, and a new classification of them and an inspection of their establishments were ordered. The Commissioners intend to reduce the number of these lodging house keepers to 70 in all, and not to fill up that number unless as many prove worthy. Up to this time e representatives of lodging-houses have been readmitted after what is claimed to have been a rigid investigation of their houses. Their names are as follows:

tigation of their houses. Their names are as follows:

H. Simmons, John Paul, J. W. Jones, P. Klohr, P. Disch, Chas. Guenkel, Geo. Eppie, Martin Gosser, German Misston House, Geo. Eppie, Martin Gosser, German Misston House, Geo. Eppie, Martin Gosser, German Misston House, Geo. Eppie, Martin Gosser, German Misston, J. Bradley, M. Mitchell, M. Lottus, Fan Schlow, J. Horkuns, S. Gollachmidt, J. Danlavy, J. Mahonsy, H. H. Meyer, John Auelln, P. Flemmar, Peter Mack, Chas. Bohme, F. Edler, M. Finnerty, O. N. Gleason, Peter Turly, T. Collabon, Win. Troy, P. Pearce, Michael Carlanon, John Sueg, Taos. O'Kerfe, G. Rady, F. Ress, Tesse, O'Connor, Chas. Holman, Louis Picus, John Carly, Joan Streed, Chas. Johnson, Mr. Bunn, Chas. Schaffer, G. Beary House,

### OPEN AIR DEVOTIONS.

MARTHA'S VINEYARD CAMP - MEETING. ROWTH OF THE YEARLY GATHERING-PREPARA-TIONS FOR THE MEETING-RIGHT HUNDRED COT-TAGES AND TENTS-THE GENTILE SETTLEMENT.

OM THE SPECIAL CORRESPONDENT OF THE TRIBUNE. OAK BLUFFS, Aug. 13 .- In years gone by, when this eak-covered point was chosen by the Meth-odists as a place where they could withdraw from a disturbing world for a while, it was indeed a pilgrimage to get here. Family and baggage and furniture were landed upon a crazy little wharf about a mile from the camp-ground. It was then, as now, hardly more than a high binff, on which the grass vainly tried to cover the sand, but where groves of gnarled, spreading oaks somehow thrived well. A rough preachers' stand was the center, and around it, on radiating and encircling streets, were the tents which were occupied during "camp-meeting week." Here the members of the church gathered from all parts of the country, and at first staid little longer than the time of the meeting. But it was found to be so pleasant, with attractions of fishing, bathing, sailing, which are ignored during the period of worship, that they were tempted to come earlier and stay later. This required more preparation and better lodgings. So the preity little cottages, almost like baby houses, were built. Its name and fame spread, and more people came every year, and hotels sprang up outside and inside the grounds to accommodate the tentless. Now there is a yearly gathering of from 20,000 to 30,000 peo-ple. The first and main object was pic. The first and main object was to withdraw from the world, but the world has followed and helped build a city of over a thousand dwellings, with hotels, churches, steres, horse railroad, stables, and land companies, and even a race course. Steamboats touch at the piers nearly every hour. Instead of riding some distance over a road deep with sand, a well paved road leads to the gate, but does not enter. Inside the grounds much of the old simplicity remains. The great church tents, which will accommodate almost a whole congregation, still stand in a circle around the meeting-place. Scattered around among the cottages, nearly equaling them in number, are many less pre tentious tents. A commodious pulpit has been erected in place of the rougher stand, and a huge spread of canvas shelters those who listen under the shade of the THE CAMP-GROUND PROPER.

There are now 800 buildings on the camp-ground proper, including about 400 cottages and 300 small tents, the rest being divided among church and boarding tents and a few hotels and stores. The ground covered is 40 acres, 25 acres of which are thickly settled. Every year the number of cottages increases, and they are built larger and better. As they increase, the tents disappear. A horse ratiroad winds around among them, giving communication with the boats and different parts of the ground. Many of the cottages, in spite of their littleness, are very pretty. That of J. C. Ciark of Providence looks like a miniature crystal palace. Among the others that are pointed out to the stranger are those of Dr. Smith of Brooklyn, Senator Sprague of Providence, Mrs. Rolf and Mrs. French of New-York, and John S. Damrell of Boston. The majority are built with a sitting-room in front, with wide open doors upon the street, so that they seem almost like a row of nicely furnished alcoves. Here the occupants sit during the day and evening, seeing and being seen. Aithough the regular services do not begin for nearly two weeks, most of the cottages and tents are occupied Some people came early in June, making a regular watering-place season of it. This year, instead of begit ning the services about the middle of the month, they were postponed until August 26. The reason given for this is that the season was backward, causing many persons to delay their visit. Most of them would leave immediately at the close of the proceedings, so, if the time had not been delayed, their visits would have been much shortened. Perhaps also the representations of outside persons, such as managers of hotels and railroads, have had some effect. So the camp-ground has not put on a strict religious decorum yet. Few of the leading ministers have arrived, and, beyond an occasional prayer-meeting, no religious services are held in the big tent. The croquet players rest under it and visitors eat their lunches there. At present the chief employment, outside of the few household duties, seems to be croquet playing, bathing and singing, varied with visits to the pier when the boats come in, and walks on the bluff. In the evening there is singing in many of the cottages, not always psalm tunes as yet, which often draws the neighbors around, as did the excellent performance of a quartette, night before last, at the cottage of A. D. Hatch of New-Bedford. All this laxity will cease on the 25th, and services three times a day at the "big tent," with prayer meetings in the church tents, will occupy most of the time for the succeeding week. The great day will be on Sunday, the 1st. On this day there is always the greatest crowd. It is estimated by some that 35,000 people have been here on the Sunday of "camp-meeting week." After that the interest wanes, and the season soon comes

THE GENTILES AND THE CENTILE SETTLEMENT The camp-ground is now almost entirely circled by what is sometimes called the Gentile settlement. As the camp-meeting grew in popular estimation the surrounding land was bought up, and is now mostly in the hands of two companies. That on the south has been laid out and improved by the Oak Bluff's Company. Six years ago the first cottage outside the limits was built by James Ellemar of Providence, and the next one by E. P. Carpenter of Poxboro, the President of the Company. The lots were sold first at \$100, now for \$250. Now there are about 400 cottages, larger and finer generally than those on the camp ground, on an average about \$5,000. Among the chief occupants are ex-Gov. Claffin of Newton, Mass., John M. Crane and C. C. Hine of New-York, H. A. Blood of Fitchburg, Dr. H. A. Tucker of Brooklyn, C. B. Erwin of New-Britain, Conn., and William and Theo dore Tillingbast of New-Bedford. A fine octagonal church has been built by the Company and visitors together, in which services are held during the Summer, any minister of any croed being acceptable in the pulpit. The difficulties of travel in the sand are now avoided by roads and walks of concrete. Four or more good hotels

any minister of any creed being acceptable in the pulpit. The difficulties of travel in the sand are now avoided by roads and walks of concrete. Four or more good hotels furnish accommodation for strangers, among which are the Sea View House, and Grove and Pawnee Houses. The Sea View is the chief, built two years ago by the Company, and now the property of Messrs. Builock & Brownell. It is a handsome modern house, capable of taking care of 300 people, and has been full since early in July. Elevators, gas, music, and other pleasures and conveniences give it the first place. Twice a week, on Wednesday and Saturday evenings, hops are given. During the day Thomas & Gustin's band play here. Being built close to the pier, with the waves continualy dashing against its foundations, it is the chief resort of visitors from the whole settlement, and all day long and late into the evening the broad balcony is crowded. A broad plank walk extends along the bluff for over a mile.

In other directions the land has not been so much built upon. The Vineyard Grove Company have laid out lots to the north and east. About 40 coltages have been erected in the grove just beyond Lake Anthony, a shallow, weedy little pond, though little else in the way of improvement has been attempted. W. A. Atwood and J. B. Atwood of Brooklyn have built here. The "Twin Coltages," their houses are cailed. Isaac Rich, late of Bosion, began a fine residence, but died before it was finished. The horse justing was built by this company, and connects with their pier. The two piers are only a few hundred feet from each other, and at the upper pier is the Highland House, which has been full of guests since the season opened. Great expectations are held as to the future watering place of America. It has all the necessaries but two—surf-bathing and good drives. At the beach here there is no articup at display or dress. A race course has been laid out about a mile from the camp-ground, but it, is unused as yet, as the long drouble to entry, by legislative acting

### THE COURTS.

A NOVEL QUESTION IN CRIMINAL LAW. AN ESCAPED CONVICT RETAINED TO SERVE OUT AN UNEXPIRED TERM.

A novel and interesting question in criminal law came up, yesterday, before Judge Davis, in the supreme Court, Chambers. Col. John R. Fellows obtained lately a writ of habeas corpus, returnable yesterday morning, in the case of John Fogarty, who was convicted in the Court of General Sessions, Sept. 22, 1871, of a felony, and was sentenced to imprisonment for is mouths. During the following month he escaped, leaving a long term unexpired. He remained out of custody for a long period, was arrested on a charge of misdemeanor, convicted on that charge in the Court of Special Sessions, and sentenced to three months' imprisonmont, which he duly served out in the Penlientlary At the expiration of that period the Warden refused tohim, claiming that he was an escaped

convict, although by the date of the original commitment it seems that the term for which he was committed had expired. Fogarty was brought down, yesterday, from Blackwell's Island to the Supreme Court, and Col. Fellows recited these facts to Judge Davis. While admitting the power of the county to pursue and recapture an escaped convict, although the term for which he stood committed had expired, and to try and punish him for escaping, the counsel raised the point as to where the authority lay to ascertain that he was an escaped convict. The liberty of no man, said the counsel, is secure if he can be held for an indefinite period on the ground that he had escaped from State Prison or the Penitentiary, on the statement of the Warden. There must be some tribunal to determine that he is an escaped convict, and

I submit that the man cannot be held on the bare statement of the Warden in his return. In support of this statement, the counsel cited the case of Haggerty agt.

The People.

Assistant District Attorney Lyon replied that the many countries of the statement of the countries of

Assistant District-Atterney Lyon replied that the man had been three times before the Court already on traverses and demorrers. The facts were not now dealed, as stated in the return, but the question was raised whether some legal proceedings are not necessary before the man can be committed.

Judge Davis said the keeper of a prison is not only authorized, but bound, to hold a convict who has escaped and is returned, until the expiration of his sontence, and then to proceed against him for baving escaped; otherwise, the commission of a new crime would relieve a convict from the consequences of his first crime. It is not in the power of the keeper to hold the man on his statement, for the prisoner was brought before a Court having jurisdiction, and it was in his power to traverse the return. Judge Davis then dismissed the writ, and the prisoner was sent back to serve out his ferm. Mr. Lyon asked whether the three months for misdemeanor should be considered as baving been served out. Col. Fellows raised the question whether the prisoner should not get credit for the three months. Judge Davis did not pass upon these questions. not pass upon these questions.

#### WORK OF THE GENERAL SESSIONS.

The Grand Jury entered the Court of General Sessions yesterday, and, on the statement of Assistant District-Attorney Russell to the effect that it had fulfilled its duty, was discharged. The jury has been in session since Aug. 4, and during this period 120 indict-ments have been found, and 157 prisoners disposed of. The Court of General Sessions was yesterday adjourned sine die. During the fortnight it has been in sess sine die. During the fortingut it has been in session, access have been disposed of, 30 of which received attention yesterday. Of the whole number of persons convicted, 68 were sent to the State Prison, 36 to the Pententlary, and seven to the liouse of Reruge. There were three cases in which judgment was suspended, 12 acquitted, 20 cases where the complaints were dismassed by the Grand Jary, and 11 trifling cases wherein the accused could not be brought to trial.

#### CRIMINAL NOTES.

At the Jefferson Market Police Court yesterday, hefore Justic Cox. a range man named John Johnson of No. 553 Crashryta, was held in \$1,000 hail on complaint of Eli Banks of No. 71 Tampsonest, who diarged him with stealing a gold watch valued at

In the Tombs Police Court, before Justice Hogan,

"who was arrested some time ago on the charge of passing counter-50-cent stamps, was brought before Commissioner Shields y-ater-Moorhead was once arrested for a similar offense, but was released a technicality. Moorhead made a long statement to the Commis-ter yesterdar in answer to the charge now pending against birn, our committed to await the action of the Grand Jary... Goo. Kaupert taken before Commissioner Osbora on a charge of passing a counter-taken before Commissioner Osbora on a charge of passing a counter-secused was held to ball in \$500.

DECISIONS-Aug. 15 Supreme Court—Chambers—By Judge Ingraham.— arianna Jennys agt John L. R. Jennys.—Motion granted directing an tachment to issue against the Sheriff, costs to above the decision on a statehnest.

Marine Court-Chambers-By Judge Spaulding. Marine Court—Chambers—By Judge Spaulding.—
Reci sgt. Rosssler.—Motion vacating the attachment granted, with \$10 costs. Karfied agt. Levesthat.—Motion to dissins the combinities, with costs and disbursements and \$10 costs of motion to the defendant. Hursch agt. Driscoll—Motion to strike out the answer or compel the plaintif to enert senied, with \$10 costs of motion to strong the plaintif to enert senied, with \$10 costs to the defendant. Bliss agt. Regger.—Order extending the time of answering six days. Davenoris agt. Harrison.—Medion to strike out the answer denied, with \$10 costs.
Friedlander agt. Fargeson.—Motion to set asket the judgment granted, with \$10 costs. Rice agt. Leet.—Stay of proceedings vacated and a motion for leave to ronew the motion to set asket the platement granted with \$10 costs. Heinrich agt. Falst.—Motion for an extra allowance granted. Dahlman agt. Raphael.—Motion for are stra allowance granted. Grant sigh. Wiley.—Order extending the time to answer.

By Judge Jonchumsen—Holmes agt. Vohn.—Order of discontinuance.
Motaferry agt. Seagrave.—Motion to strike out the answer denied and setting the cause down for trial Spat. 4. Silberberg agt. The Maissispht Valley Insurance Company.—Order for a commission granted. Woods agt. Cook.—Order extending the time to answer 6 days.

### DEPARTURE OF FOREIGN MAILS.

SATURDAY, Aug. 16.

SATURDAY, Ano. 16.

Mails for Great Britain and France only, via Queenstown and Liverpool, by the steamain Celtic, close at 9 a. m. A Supplementary Mail for double-postage letters and printed unsteer is closed at the Post-Office at 10:35 p. m., and on White Star Dock, Favonia Ferry, Jersey City, at 11:10 p. m. Steamship sails at 11:130 a. m.

Mails for the Continent of Europe via Southampton and Bremen, per steamship Weese, close at 12 m. A Supplementary Mail for double-postage letters and printed matter is closed at the Fost-Office at 1:15 p. m. and on Pier foot of Third-at. Holocken, at 1:40 p. m. Steamship sails at 2 p. m.

A lirect German and Prassian closed Mail is sent by this line.

Mails for Hayana direct, and Mexico, by the steamship City of Mexico, close at 11:10 a. m., and on Pier No. 3 N. R., at 11:50 a. m. Steamship sails at 12 m.

Mails for Kew West by steamship City of Austin, close at 2 p. m.

Steamship sails at 3 on. from Pier No. 20 R. H.

Mails for Newfoundiann close at the New York Post-Office every Mondray at 6 p. m. Steamship sails from Portland, Me., on Tuesday at 6 p. m.

Mail for Hailfar, N. S., is closed at the New York Post-Office every day at 6 p. m. Steamsup sain from 6 p. m. 6 p. m. A Mail for Halifax, N. S., is closed at the New York Post-Office every

tay at 6 p. m., and goes via Rection.

\*\*NUNDAY. Avg. 17.

\*\*All Malls close at 11 o'clock a. m. The Fust-Office is open from 3 a. m. to 11 a. m.

## SHIPPING INTELLIGENCE.

Steamship Old Dominion, Walker, Norfolk, City Point, &c., Old Dominion Steamship Co.
Steamship Anglia (Br.), Small, Glasgow, Henderson Brothers.
Steamship Girecos, (Br.), Thomas, Liverpool via Queenstown, P. W.
J. Hurst.
Steamship City of London (Br.), Mirchouse, Liverpool via Queenstown,
John G. Dale.

p Celtic (Br.), Thompson, Liverpool, via Queenstown, J. Steamship Weser (N. G.), Willegerod, Bremen, via Southampton, Steamship Weser (N. G.), Ocirichs & Co. Steamship City of [Mexico, Sherwood, Havana and Mexico, P. Alex-

Steamship City of Jacobco, one-voce, inches, old Dominion Steamship Hichmond, Hodges, Norfolk, &c., Old Dominion Steamship Co.
Steamship Monitor, Grumler, Philadelphna, W. P. Clyde, Steamship K. G. Biddle, Alexander, Philadelphna, W. P. Clyde, Ship Red Grandlet (Er.), Savan, Liverpool, C. L. Wright & Co.
Bark Dario (Aust.), Casulleh, Constantinople, Pabbri & Chauncey,
Bark Carolina Galatolo (Nor.), Manoino, Marsuilles, Punch, Edye &

Bart Carolina Galatolo (Nor.), Mancino, Marseilles, Funch, Edye & Co.

Brig Rosario (Span.) Sarrille, Santa Crur. &c., Tower & Co.

Brig W. H. Bickmore, Bickmore, Fernandina, Pls., H. W. Loud & Co.

Brig W. H. Bickmore, Bickmore, Fernandina, Pls., H. W. Loud & Co.

Brig Mariyeta, Ellis, Marseilles for orders, Alvain Mulgatik,

Beth. John Messer, Alvanos, Palladelphia, Van Brunt & Bro.

Behr. O. M. Marrett, Ferling, Maranham, Acc. B. J. Wenberg,

Schr. P. G. Barn. Doane, Barbadoes for orders, R. J. Wenberg,

Schr. P. Fring Fish, Selicek, Bridgeport, Fergusion & Wood.

Behr. Piving Fish, Selicek, Bridgeport, Fergusion & Wood.

Schr. S. F. Godsin, Waierbury, Samford, Stanford Maudacturing Co.

ARRIVED.

Steamship Brumen (Ger.), Schulenburg, Brunen July 30, and Sonth
more, and pass. to Oil Dominion Steamship Co.

Steamship Rechanced, Hodges, Richmond, Civ. Point and Norfolk,

which the rangin Anna Giera, Hanth, Amsterdam, 37 days, in ballast,

Bark ida Mathida (Ger.), Granow, Gloucester, Eng., 56 days, with

salt.

DOMESTIC PORTS.:

Luwns, Del., Ang. 15.—The schr. Wm. Allen. from Baltimore for Bridgeport, Cona., is here leading tadly.

Fourtrass Monson. Aug. 15.—Thesed in for Baltimore, barks Ed. ward, from Bremen; Ebenser, from Dublin; Vistory, from Cork, M., Carrill, from Liverpool; ships Unisherz, from Rotterdam; Pactolius, from Liverpool; and Austrian. Norwegian, and German bark, names acknown.

unknown.

Kur Wast, Pla., Aug. 15.—Arrived, steamable City of San Antonio,
Pennington, from Galveston, and sailed for New-York.

Peanington, from Galveston, and sailed for New-York.

87. John, N. B., July 14.—Arrived, alesamship Austrian (Br.).

Ritchie, from Baltimore via Halfax for Liberpool, and proceeded,
Ganspry, Aug. 16.—The stemmine diamorgan, Laybourne, from
New-York Ang. 2, arrived here this morniog.

MEMORANDA.

The brig Dalay (Br.), at Halfax Aug. 14, from Inagus via Fortune
Island, arrived in a licky condition, having struck an anknown rest of
Castle Island lighthouse on the 24th nt.

Where the vessel struck is
eve-third of a mile north-east of the light. This year the chart give
20 fathous of water.

SPOKEN.

SPOKEN.

Ang. 12, lat 41 4, long 69, ship Mutiah (Br.), from Hoilo for New Aug. 11, lat 41 36, long. 64 10, bark Cremona, from Liverpool for New York. [For Latest Shap News see Fifth Page ]

#### Steamboats and Railroads.

AFTERNOON BOAT for NEWBURGH, Ponghkeepsie. Rondont and Singston, landing at Comens, West Cornwall, New-Hamburg, and Mitten. The MARY POWKLL, Vestre-st., Pier 39, every afternoon at 3:30 o'clock. BUY TICKETS TO PROVIDENCE AND

Pare: \$4 25 Cabin, \$3 25 Deca. NO MIDNIGHT CHANGES, ISAAC ODELL, Agent.

CATSKILL DAILY LINE.

Bleamer NEW CHAMPION every Monday, Wednesday, and
Fridar, at 6 p. m., and steamer ANDREW HARDER every Toesday,
Thursday, and Saintlay, at 5 p. m., from Fier 35, foot Franklinest. FORT LEE, PLEASANT VALLEY, and SHADY NIDE Steamers leave daily from Spring-at. at 10 a. m., 2. FOR STAMFORD and GREENWICH—The STRAMBOAT NELLY WHITE leaves daily from Pier 37 Kast River, at 3:30, and foot of Thirty-third-st. at 3:45 p. m., leaves Stamford at 7 s. m.

The steamer MATTRAWAN will leave dealy for KEYPORT at 4:00 o'clock p. m., from foot of Barciar st., N. R., and returning, will leave Keyport for New-York at 7 o'clock a. m. NORWALK and DANBURY.—The new stumer AMERICUS leaves daily foot of Market-st, Kast River, at 3:15. and Thirty-third-st, at 3:30 p. m. connecting with the Danbury Railroad; cool, invigorating sail; no dost, and about half railroad fare.

NORTH KIYED BRIDGE PLET STREET OF ANALYSIS AND ANALYSIS AS SIND P. M., except Sunleys, for Tosser-Tarritows, Neach, E. Lake, Haverstraw, G. P.L., Verplanks, and Peckshill; ADELPHI at SIND a me for Englewood, Youkers, Hawings, D. Forry, T. Tooma, S. Sun, and Haverstraw, ALEXIA at 5:000 for Englewood, Tonkers, Hawings, D. Forry, T. Tooma, S. Sun, and System, M. R. Frains, Composition, T. Town, and System, Nacca and T. Town, Composition, T. Town, and System, Nacca and T. Town, Composition, T. Town, and System, Nacca and T. Town, Agent Market, Mark NEW DAY LINE to NEWPORT via LONG N ISLAND RAILROAD.—The new route to Newtont. B. 1. will repopened on MONDAY, June 30, leaving Hunter's Point at 12:30 a. m. and arriving at Newport at 7 p. m. Heitmann: leave Newport at 10 a. m., arriving in New-York at 5 p. m., thus avoiding at leight travel

f East Thirty-lourth-st at 12:13 train.

Lailroad Depost in time for the 12:30 train.

Tickets sold and baggage checked through at James-slip and Thirty-Tickets sold and baggage checked through at James-slip and Thirty-Tickets sold and baggage checked through at James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and baggage checked through the James-slip and Thirty-Tickets sold and the James-slip and the James-sli NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing MONDAY, June 23, 1873.
Through trains will leave Grand Contral Depot,
8:90 a. m., Chicago and Montrate Express 9 a. m., Saratoga Special,
10:00 a. m., Special Chicago Express, with drawing-room cars to Rocalester, Royalo, and Nucara Fails.

10:00 a. m., openint canada.

10:45 a. m., Northern and Western Express.

10:45 a. m., Northern and Western Express.

3:40 p. m., Special Express for Albans, Troy, and Saratoga.

3:40 p. m., Montreal Lupters, with alsoping-cars to St. Albans.

7:00 p. m. Express. Daily, with alsoping-cars for Watertown and

11:00 p. m., Express, with siceping cars for Albany, Troy and Sara-

torn.

1:00 p. m., Hadson train.

7:00 s. m. and 5:30 c. m. Ponghkeepsis trains.

9:10 s. m. and 5:30 c. m. Ponghkeepsis trains.

9:10 s. m. at 15, 6:20 s. m. Ponghkeepsis trains.

5:00 s. m. at 15, 6:20 s. m. 1:00 s. m. Ponghkeepsis trains.

5:00 p. m. sing Sang train.

Tarrytown trains from Thiriterbest. Depot, steeping at all stations, leave at 6:45, 8:25 s. md 10:20 m. m. 1:00, 3:00, 4:00, 4:40, 5:15, 6:30, 8:00, ad 11:30 m.

Sunday Way-Trains.—For Tarrytown from Thiriterbest, at 8:25 a. m., and 1:00 p. m.

For Poughkeepsie, from Fourth-ave. and Forty-second-st. Station, 9:10 a. m.

C. H. KENDRICE, General Passenger Agent. C. H. KENDRICK, General Passenger Agent.

NEW ROUTE to BABY LON and Fire Island, ria FLUSHING AND NORTH SIDE RAILEDOAD.

Trains leave Hunter's Point for above places at 9 and 11 a.m., and 2:30. 4 (Express), 5 (Express), 5:30 and 6:30 p. m.

Trains leave Balylon at 6:20, 8:20 (Sapress), 8:30 and 10:32 a.m., and 3:55 and 5:40 p. m. Time by Kapress Train, 1 hour 10 minutes. Time by Accommodation Train. 1 hour 30 minutes. Ferry-boats leave foot East 3:the-ta, N. 7., 15 minutes before train time, and leave Jamesip, foot (Chamberrea, E. R., 30 minutes before train time, and leave Jamesip, foot (Chamberrea, E. R., 30 minutes) before train time, and leave Jamesip, foot (Chamberrea, E. R., 30 minutes) before train time, Trains leaving Balylon 5:20 a.m., and 3:55 p. m., connect with beats from F. Island, —Ang. 4, 1873. G. H. SHARP, Train Dispatcher, STEUN LEDSEV SOUTHERN RALLEOAD NEW-JERSEY SOUTHERN RAILROAD

SUMMER ARRANGEMENT.

SUMMER ARRANGEMENT.
Commencing MONDAY, June 23, 1873.
LEAVE NEW-YORK, PIFE 228, NORTH RIVER, feet of Murrayst, by steamer connecting at Sandy Hook with trains for Long Branch
and all stations on this and connecting Relirosits:
6:40 a. m.—For Fhiladelphia, Long Branch, Vineland, and Tuckerton Railrosid.
1:40 p. m.—For Philadelphia, Long Branch, Red Bank, Waretown,
and Tuckerton Railrosid. and Tuckerton Kaliroad. 4:00 p. m.-For Philadelphia, Long Branch, Red Bank, and Ware-

4:00 p. m.—For Philadelphia, Long Branch, new July.

5:15 p. m.—For Long Branch and Red Bank.

ARRIVING IN NEW-10RX:

8:45 a. m.—From Long Branch and Red Bank.

9:30 a. m.—From Long Branch, Waretown, and all stations north,

12:40 p. m.—From Philadelphia, Tom's River, and the Tackartou
and Vineland Railways.

4:15 p. m.—From Philadelphia, Tom's River, &c.

7:15 p. m.—From Philadelphia, Tom's River, &c.

On SUNDAYS the 0:40 a. m. train runs to Waretown and Interme-On SUNDAIS the field s. m. train runs to Warehown and Intermediate stations. Also to Red Bans.
FARE BETWHEN NEW TORK AND PHILADRIPHIA. \$2 25.
FREGIGIT to Philadelpnia taken no to 6 p. m. at lowest rates.
JOHN F. COLE, den. Freignt and Pass. Agent.
F. P. FINCH, Agent, Pier No. 28.
M. W. Sunar, Superintendant.

P. F. FINCH, Agent, Pier No. 20.

M. W. Surart, Superintendent.

DHILADELPHIA AND ERIE RAILROAD.

ONLY DIRECT ROUTE, WITHOUT CHANGE OF CARS. TO ONLY DIRECT ROUTE, WITHOUT CHANGE OF CARS. TO THE OIL REGION and LUMBER DISTRICT OF PENN. Trains will leave Deshroace and Cort andest. Perries:

9:30 a. m., Eric kappeas (daily, except Sundar) with Pullman Palace Car through from New-York to Oil City. Arrive Sanbury, 6:50; Williamsport, 8:35; Lock Haven, 19:51, Henovo, 11:10 p. m., Irvineton, 5:08; Corry, 6:05; Eine, 7:45 a. m. Connects at Irrineton and Corry with Oil Creek and Allegheny River R. A for the Oil Region; at Eric with Lake Shore R. R. for all points West.

8:30 b. m. Size Mail (daily) with Pullman Palace Car from Philadelphia to Brite. Arrive Sunbury, 6:25; Williamsport, 8:10; Lock Haven, 19:40; Remova, 11 a. m.; Irvineton, 6:10; Corry, 6:10; Edec, 7:55 p. m. Connects at Irvineton and Corry with Oil Creek and Alleshew River R. R. for the Oil Region; at Eric with Lake Shore R. if for all points West.

W. A. BALDWIN, General Superintendent.

for all points West. W. A. BALDWIN, General Superintendent.

J. W. GORK, Gen. Pass. Agent.

PENNSYLVANIA RAILROAD.—Trains leave.
New York from foot of Deabrosses and Cortlandt-sta., as follows:
Repress for Harristoure, Pittsburgh, the West, and South, with Pethman Palace Cars attached, 9:30 a. m., 5, 7, and 8:30 p. m. Sunday,
Por Ballimore, Washington, and the South of 

8, 8:30, 9, 10, 11:30 n. m. and 12 augus. Sunday. 5:20, 6:10, 5, 8:30, 9 p. m. for Elizabeth, 6, 6:30, 7, 7:40, 8:10, 9, 10, 11, a. m., 12 m., 1, 2, 2:30, 3, 3:30, 4:10, 4:30, 6:20, 5:40, 6, 6:10, 6:30, 7:30, 8, 8:30, 9, 10, 11:30 p. m., and 12 night. Sunday, 5:20, 6:10, 7:8, 8:30 and 9 p. m., 9, 30, 10 a. m., 12 m., 1, 2 g. 30, 3, 3:30, 4:10, 4:30, 5:20, 6:40, 6, 6:10, 6:30, 7, 7:30, 8, 10 p. m., and 12 night. Sunday, 7:20 6:10 and 7 p. m. For Woodbridge and Perth Amboy, 6 and 10 a. m., 2:30, 3:30, 4:30, and 6 b. m.

S. 10 p. m., and 12 night. Sunday, 5:20 6:10 and 7 p. m.
For Woodhridge and Perth Amboy, 6 and 10 a. m., 2:30, 3:30, 4:30,
and 6 p. m.
For Sew. Brusswick, 7 and 8:10 a. m., 12 m., 2:30, 3:30, 4:30,
6:10. 8:30, 9 p. m., and 12 night. Sunday, 6:10, 8:30 and 9 p. m.
For Sew. Brusswick, 7 and 8:10 a. m., 12 m., 2:30 and 9 p. m.
For Ent Militoties, 8:10 a. m., 12 noon, 4:10 and 5:20 p. m.
For Lambertville and Flemington, 9 a. m. and 2 p. m.
For Prillipsburg and Belvidere, 2 and 4 p. m.
Accom. for Bordentown, Burlington, and Camden, 7 and 9:30 a. m.,
12:30, 2, 4, 5, and 7 p. m.
For Frenhold, 7 a. m., 2 and 4 p. m.
For Janesturg, Pemberton, Canden, 6 a. m., and via boat from Pier
No. 1, 3:50 p. m.
For Janesturg, Pemberton, Canden, 6 a. m., and via boat from Pier
No. 1, 3:50 p. m.
Trains arrive as follows: From Pitisburgh, 6:50, 10:25 a. m., 6:35
p. m., daily: 5:22, 10:15 a. m. and 3:55 p. m., daily, arcept Monday.
From Washington and Bistithnore via "Penn, Mir Illen;" 6:40 a. m.,
4:05 and 9:15 v. m., Sunday, 6:40 a. m., and via P., W. and B. R. R.,
6:40 a. m., 4:35 and 10:13 p. m., Sunday, 6:40 a. m., 2:15, 3:35,
4:35, 6:105, 7:25, 9:15, 10:13 p. m.
Sunday, 5:22, 6:40, 6:50, 10:15, 11:20, 11:55 a. m., 2:15, 3:35,
4:35, 6:105 me, 5:26, 4:35, 2:71, and 9:44 Breadway; No. I Antor Honse;
and fool of Desbrouses and Cortiandi-tat. Emigrant Tiaket Office, No. 8
Battery-place.
D. M. BOYD, 1r., Gen. Pass. Agant.

PONDOUT and KINGSTON—Landing at
Consens, Corawall, Newburgh, Mariborough, Militon, Pouchkeepsie,
and Esopus—The steamboate THOMAS CORNELL and JAMES W.
BALDWin inverse Harriconast, Pier, 34, N. R., Dallit at 4 o'dock p. m.

RAND, MCNALLY & Co.'S RAILWAY

Co.'S RAILWAY

Co.'S RAILWAY

Co. BRAND RAND BOOK gives the latest time-carda and ticketfares of all roads. It is is given the population, full description, &c., e'
every railroad and river town in the U. S. and Canada. For alle by all
conveniences. Price 400 cerus.

STEAMER RHODE ISLAND.
From foot Twenty-third-st., R. R.
EXCURSION
TICKETS TO STONINGTON AND RETURN, same trip, for \$5. TICKETS TO STONINGTON AND RETURN, same trip, fer \$3.

STONINGTON LINE. — TO BOSTON and PROVIDENCE.

DAY LINE—The entirely new and magnificent steamer RHODE ISLAND, 3,000 tons, is now running daile (Sandays accepted), from Plar foot of Twenty-third at. East Bluer, at 230 n. m. Steamer STLVAN GLEN, from Peck Slip at 2110 n. m., econnects wity the RHODE ISLAND. Dr. Done cars from Astor liouse: Avenue C cars from Chambers et., and 235 et. cars run direct to above Pier. RIGHT LINE—Daily (except Sandar) from Pier No. 33 North Eirer, at 5 p. m., steamers STONINOTON and NARRAGANSETT.

Tickets sold and state-rooms secured at No. 319 Broadway, corner Tenthe-st. Westcott Express Company's Office. No. 758 Broadway, corner Tenthe-st. No. 1,302 Broadway. No. 395 Sixth-two., corner Taitre-stibett, No. 7 Park-place, and No. 327 Washington et. Broadway. Conference of the Conferenc

Afthest; No. 7 Park-place, and No. 327 Weakingtonet, Brookiva.

D. S. BABCOUK, President.

NORWICH LINE.

For Boston, Worcester, Flickbarr, Groton Junction, Lowell, Lawrence, Nashua, Manchaster, Concord, Palmer, Brait-aboro, and inturmediate policie.

The new interferences of the CITY OF NORWICH CITY OF NOW. ORK.

CITY OF NEW YORK.

CITY OF NOW. TO KNOW. CITY OF LAWRENCE and

CITY OF NORWICH CITY OF NORWICH.

Will leave New York daily (Sundays excepted) at 5 o'clock p. 7, frow Pler No. 40, North River, foot of Canal and Wattanta.

For New-London and Norwich, thore submeeting with Express trains for the above points, via Vermant Central, Norwich and Warconter, and Bostom, Hartford, and Eric Rairroads.

For through tickets and rates for fright, apply at the office, Pier 40, North River.

New Yeak, June 0, 1873.

TROY.—CITIZENS' LINE for TROY.

TROY.—CITIZENS' LINE for TROY.

PERSON. S. 150. The elegant meantheath allinnySides and powellal bare Fier No. 40 North Eliver, to o'cloring st., daily Salair.

Back Pritone (Aust.), Caltarinicich, Sügo Sil days, in ballast.

Bark Pricone (Aust.), Caltarinicich, Sügo Sil days, in ballast.

Bark Predezick Louise (Ger.), Bradssering, Gloucester, Eng., 60

days, with sil.

Brig Bargoula (of Bangor), Larrabee, Sydney, C. B., 14 days, with

coal

Brig Hermanov (Ner.), Thorsen, Bondeaux \$1 days, with with

coal

Brig Hermanov (Ner.), Thorsen, Bondeaux \$1 days, with with

Coal

Through tickets sold and long eage cheeke in the destination.

Through tickets sold and long cage cheeke in the destination.

Steamboats and Bailroads.

A LBANY and TROY, \$2: SARATOGA \$3:50.

A by DAY LINE BOATS, C. VIBBARD and DANIEL DREW.
Leave Vestry-at. Pier at 8:30 a.m., and Torenty third-st, north of Krie
ferry, at 8:45, landing at YONKERS, TARETOWN and NYACE
(by ferryhous), MILTON, POUGHKERPSEE, HEINEBECK, TIVOLI, CATSKIELL, and HUBSON. Connecting for all points WEST and
NORTH. Trip tickets to WEST POINT, CORNWALL, and NSW.
BURGH, returning agained by, \$1. Telecia by special cars and barrage
checked to Saratoga and Saston.

BRIDGEPORT, and all points on Housatonic p. at 12 soon and 11 p. m. (Sundays exce CENTRAL RAILROAD OF NEW-JERSEY,
ALLENTOWN LINE TO THE WEST.—Passenger and Freight
Station in New Yark, foot of Liberty-st. Connects at Somerville with
South Branch R. R.; at Hampton junction with Delware, Lackawama
and Western Bailroad; as Phillipphure with Jebigh and Susquehama
prision: also with Lebrie Valley Railroad. Direct itse to Harraburg,
Pittsburgh, sud the West; also to Central Ponnsylvania and New York
State.

Commencing Jone 30, 1873.—Laws New Lerk as indicated. 4:30 a.m. -Nawy Tank for Easton, Bethiehem, Allentown, Macchburk, Tamaqua, Wiltenbarre, Stranton, Sharon, &c. 6 a.m.—vay Train for Somerville. 7 a.m. -Way Train for Flemington, Easton, Beiridere, Bath, Manet Annk, Wilkesbarre, Pittaton, Mahanor City, Mt. Carmel, Hasleton, unkhannock, Towanda, Waverier, &c. Connects at Janction with Del. ack, and West Haifrond. 9 a.m.—Monxino Expunse daily (except Sondays), for Easton, Allewow, Harrabarg, and the West. Connects at Somerville for Finning.

ton; at Eraston, and the Chunk. Usmaque. Withesbarre, Stranton, ton; at Raston for Mauch Chunk. Usmaque. Withesbarre, Stranton, port, &c. 10:15 a. m. and 12 m.—Way Trains for Somerville.

12:50 p. m.—Express for Flemington, Easton, Bath, Alientown, Manch Chunk, Mahaney City, Haideney My. States, Bathon, Bathon, Columbia, Lancaster, Eghrata, Votavrille, Harrasture &c. 2:30 p. m.—Way Train for Easton, Allentown, and Belviders.

3:30 p. m.—Way Train for Batton, Allentown, and Macch Chunk. Connects at Janctico, with Delt. Lace, and West. R. R. 4:30 p. m.—Way Train for Somerville and Fassington.

5 p. m.—Way Train for Somerville and Fassington.

5 p. m.—Way Train for Somerville.

5:10 p. m.—Evantsus Express, dair, for Easton, Belviders, Allentown Reading, Harrisburg, Pittsburgh, Chicago, &c. 6 and 7 p. m.—Way Train for Somerville.

7:30 p. m.—Hymrits Express, dair, for Easton, Belviders, Allentown Reading, Harrisburgh, Pittsburgh, Chicago, &c. 6 and 7 p. m.—Way Train for Somerville.

7:30 p. m.—Hymrits Express, dair, for Easton, Belviders, Allentown Reading, Harrisburgh, Chicago, &c. 6 and 7 p. m.—Way Train for Somerville.

7:30 p. m.—Hymrits, Express, dair, for Easton, Belviders, Allenton, St. 10 p. m.—Hymrits, Chicago, &c. 6 and 7 p. m.—Way Train for Somerville.

7:30 p. m.—Hymrits, Express, dair, for Easton, Belviders, Allenton, St. 11 p. m.—Hymrits for Plainted.

7:30 p. m.—Hymrits, St. 11 p. m. 12 p. m. 2 p. 20, 0. 45, 7, 7:30, 8, 8:45, 9, 9:30, 10:15, 11, 11:45 n. m., 12 m.; 12:50, 1, 2, 2:30, 3, 3:30, 3:45, 4, 4:16, 4:30, 4:45, 5, 5:15, 5:60, 5:45, 6, 6:20, 7, 7:30, 7:30, 7:30, 7:45, 8:20, 9:10, 10:30, 21:30, 12 p. m. R. RICKER, Suct. and Rag. H. P. Baldwig, General Passenger Area.

H. P. BALDWIN, General Passenger Ages

H. P. BALDWIS, General Passenger Agest.

DELAWARE, LACKAWANNA, and WEST-EN RAILROAD.

MORRIS AND ESSEX DIVISION.

NEW BROAD-GAUGE LINE to Water dap, Stroudshurg, Serantoa, Binghamton, Syracuse, and Oswego WITHOUT CHANGE OF CARE.

Deposit in New York, foot of Barciag-st. and foot of Christopher st.

SUMMER ARRANGEMENTS, commencing MONDAY, June 30, 1873.

8:10 a.m. BROAD-GAUGE KEPRESS TRAIN, via Bouston Branch. Binghamton, Strichter, But of Barelay-st, and foot of Christopher.

Bonota in Now York, foot of Barelay-st, and foot of Christopher.

BUMMER AREANGEMENTS, commencing MONDAY, June 30. 1873/

810 a.m. BROADGAUGE EXPRESS TRAIN, via Booston Branch,

8110 a.m. BROADGAUGE EXPRESS TRAIN, via Booston Branch,

Beranton, Binghamton, Homer, Corcland, and Syraconas, without changer

for care, connecting as Down with train for Philipphung, Earcen, Bethieser R. R.; at Washington with train for Fyreson, with the same of canows, and all stations west; connects at Waterloo with Sussex Railroad; at Phillipsborz with Bel., Del. R. R. for Bulvidere and Leickigh
Valley R. R. for Bethichem, Altentown, Manch Chunk, Walkesbarre,
Bradteg, and Harrisburg. Take this train for Hopatong, Budd's Lake,
and Schoolny's Mountain.

4:00 p. m. BROAD GAUGE EXPRESS TRAIN, via Paterson and
Booston, runs directly through to Water Gap, Stroutsburg, Scranton,
and Simphamton without change of cars stooping at principal stations,
Connecting at Doror with Chester R. R., and at Waterloo with Sussex
R. B. Take this train for Budd's Lake and Schooley's Mountain.

3:20 p. m. RASTON EXPRESS connects at Dorer with Choster R.,
at Waterloo with Sussex R. R., at Washington with Delaware Lacks,
wang, and Water.

rain stops at Hopstcong.
5:20 p. m. HAUKETTSTOWN EXPRESS stops at Newark, Millbara Summit, Guatham, Madison, Morristown, and all stations west, connects with Sunser R. R. for Andover, Newton, and Franklin, 4:20 p. m. DOVER EXT RESS stown at Newark, Madison, Morristown, and stations west, connects at Dover with Chester R. R. for Sussannon and Chester.

For MORRISTOWN, at 7:15, 9:10, 11:10, 12:00 m., 2:30, 3:20,

Casona and Caracae.

For MOSRINTOWN, at 7:15, 9:10, 11:10, 12:00 m., 2:30, 3:20, 4:20, 5:20, and 6:50 s. m.

Par SUMIN T at 7:15, 7:30, 9:10, 10:10, and 11:10 a. m., 2:30, 3:20, 4:30, 5:20, 6:00, 6:50, and 8:15 s. m.

For OBRANGE and SOUTH OBRANGE, 7:15, 7:30, 9:10, 9:40, 10:10, and 11:10 a. m., 1:10, 2:30, 3:50, 4:50, 4:50, 5:30, 6:00, 6:50, 7:45, 8:45, 10:70, and 12:00, and 12:00 m., 4:50, 4:50, 5:30, 6:00, For NEWARK at 7:15, 7:30, 7:50, 8:50, 9:10, 9:40, 4:01:10, 10:40, 11:10 a. m., and 12:00 m., 4:10, 2:00, 2:30, 3:20, 3:40, 3:50, 4:20, 4:30, 4:40, 4:50, 5:20, 5:30, 6:00, 2:20, 3:40, 5:30, 6:4:20, 4:30, 4:40, 4:50, 5:20, 5:30, 6:00, 2:20, and 6:5, 7:40, 8:15, 8:45, 10:00, and 12:00 a. m. 7raus marked \* stop at Rast Nawark.

For BLOOMFIELD and MONTCLAIR, at 7:50, 8:50, and 10:40 a. m., and 2:00, 3:40, 4:40, 4:20, 6:20, and 6:15 p. m.

Every Research of the state of the sta

11 a m .- Express Mail for Buffelo and Ningara Palla. Sleeping Coach Buffalo.

7 p. m. (Dally). - Cinciunati and Chicago Night Express. Sleeping caches through to Buffalo, Ningara Falls, Cincinuars, Detroit, and licago without change.

Genter and Middletown, "6, 8, 15:30, 11 and "11:15 a m., 3:45, 130, 16:30 and 1"7 p. m. Warwick, S. 11 m. and 4:30 p. m. Newburgh, 18:30, 9 and 11 a.m., and 4:30 p. m. Subern, "6, 8, 15:30, 11 and "11:15 a.m., 3:45, 5, 6, 16:30, "7

nd\*\*11:30 p.m.
Rid\*rewood, Hebokus, Allendale, and Raussey's, \*6, S, †8:30, 11.
11:16 a.m. 3:45, 5, 6, †6:30, 7 and \*11:30 p.m.
Paterson, \*6, 6:45, 7:15, 8, †8:30, \*8:45, 10, 11, 11:25, 11:30
m., 12:non, \*1:45, 3:45, 4, 5, 5:15, 6, \*6:30, \*7, 8, 10:30 and 11:30 p. m. Neurs, \*6, 7:15. \*8:45 and 11:30 a. m., 3:45, 5:15. \*6:30 p. m., ind 12 Satordar nights only. and 12 Saterdar nights only.

Ratherford Park and Passie. 6:45, 8, 18:30, 10, 11 (11:15 a.m.,

Passic only, 12 neon. 1:45, 4, 5:15, 6, "6:30, S. 10:30, and

11:30, m.

Initiation, Hackenseck, and War, 5, 8:15, and 18 45 a.m., 1, 3, 4, 5,

Hubbolle, Hackenseck, and Way, 5, 83.15, and 78.32 m., 1, 3, 4, 5, and 6 p. m. and 12 Saturday nights only.

Spring Valley and Way, 5 and 93.00 m. m. 445 p. m.

Englewood, 5, 8, 19, and 93.00 m. 1, 130, 3.15, 4.15, 4.45, 5.30, 6.30, and \*7.45 p. m., and 12 Saturday nights only.

Creakill, 5, 8, 19, and 93.00 a. m., 130, 3.15, 4.15, 5.30, 6.30, and \*7.45 p. m., and 12 Saturday nights only.

Sparkill, 5, 8, 19, and 9.30 a. m., 130, 3.15, 4.15, 4.45, 5.30, 6.30, 1746 p. m., and 12 Saturday nights only.

Plemond and Nyack, 8, 19, and 9.30 a. m., 130, 3.15, 4.45, 5.30, 6.30, 1746 p. m., and 12 Saturday nights only.

N.B.—Trains leaving Chambers-st. only even or half hours leave Twenty-third-st. 15 minutes exciter than above time; the 10.30 ands 11.30 p. m. at the same time. The 5 a. m. and 12 mid. Trains stark from Chambers-st. only. 11:30 p. m. at the same time. The 5 a.m. and 13 mil. Trains start from Chambersst, only.

N. B.—Trains on the N. R. R. and Newark Branch leaving Chambersst, on quater hours leave Twenty-tundest, 30 minutes surfier than above time.

Tickus for passage and for apariments in Drawing-Room and Sleeping-Coaches can be obtained, and orders for the encoking and transfer of Beggage may be left at the Company's officer-241, 529 and 957 Brondway; cor. One-hundred-and-twenty-fith-st, and Third-ave, 2 Court at. Brooklyn; at the Company's Depots, and of Agents at the principal hotels.

"Baily. ISundays only. 1\* Sandays, Middletown only. ISundays only. 1. Sandays, Middletown only.

NEW-HAVEN, HARTFORD, &c. - Fare, \$1 25. Steamers tears Peck-slip for New-Haven at 3:15 and 11 p. m., Daily (Sundays excepted) connecting with the railroad.

NEPTUNE LINE STEAMERS Daily for

PROVIDENCE, BOSTON, WORCESTER,
at 5:00 p. m., from Pier 27, N. R., foot of Robinson-et.
Cahin fare to BOSTON, \$4 25.

To PROVIDENCE, \$2.

Deck fare to BOSTON, \$4 25.

To PROVIDENCE, \$2.

Proight at towest rates. Connect at Providence with Boston and Prov., and Prov. & Worcester R. R. \* for all important N. Bag, either and towas.

NORFOLK, CITY POINT and RICHMOND.

The OLD DOMINION STEAMSHIP CO. will disputch from Pier. The OLD DOMINION STEAMSHIP CO. will dispute from Pier 37, N. R. one of their face sole-wheel steamers, at 3 p. m. every TUEEDAY, THURSHAY and SATURDAY, giving through Bulls of Lading to all notials South and South West.

Through Passer; or Tickets issued to all points. Accommodations the equaled.

Office, 187 Grainwich-st, ser. Der st. New-York.

| Qualed. | Office. 187 Grounwish-st., ser. Der st., New-York. | NEW-YORK, NEW-HAVEN, AND HART FORD RAILEOAD.—New-York and New-Haven Division. SUMBER ARRANGEMENT. COMMENCING MAY 25 1873. | Passenger Station in New-York, Grand Central Depot, Rationes on Passenger Station in New-York, Grand Central Depot, Rationes on TRAINS LEAVE NEW-YORK. | Trains for New-Haren leave at 7:05 (Aceta), 2:05 (Br.). 2:05 (Aceta), 10:00 a, m. 15x., 12:00 n. (Aceta), 10:00 a, m. 15x., 12:00 n. (Aceta), 10:00 a, m. 15x., 12:00 n. (Aceta), 10:00 at 3.55 (Rr.), 3:55, 4:38, 5:10, 6:35, 5:10, 6:35, 5:10, 6:30, 5:10 p. m. 10:00 at 3:15 (Rr.), 3:55, 4:38, 5:10, 6:35, 5:10, 6:30, 6:35, 5:10, 8:30 p. m. 10:00 at 3:15 (Rr.), 3:55, 4:38, 6:10, 6:35, 7:20, 8:10, 9:10 p. m. The Standorf, 7:10, 8:10 p. m. via Shore dise at 1:00 and 8:10 p. m. The State and Bridge-port. The St05 a. m. and 1:00 p. m. connects with trains on Shure Line Division for Norwick, Navagirat and Froduction of Norwick, Navagirat and Froduction of Norwick, Navagiration and Northempton R. R. at New-Haven, 8:06 m. and 1:00 p. m. connects with New-Haven and Northempton R. R. at New-Haven, 8:06 m. and 1:020 m. and 1:020 m. and 1:00 p. m. on the Connect with New-Haven and Northempton R. R. at New-Haven, 8:06 m. and 1:00 p. m. on the Connect with New-Haven and Northempton R. R. at New-Haven, 8:06 m. and 1:00 p. m. on the Connect with New-Haven and Northempton R. R. at New-Haven, 8:06 m. and 1:00 p. m. for Norwick, New-Haven, 8:06 m. and 1:00 p. m. with Providence and Religious and Religiou

Drawing-room cars on Day Express and Deeping-Capess Triles.

Tickets can be purchased at Ticket Office of Compacy at Grand Central Depot, or at offices of N. Y. Transfer Co., 344 Broadway, N. Y. and No. 1 Court-st., Broading, who will also check baggage from residence to destination.

For further information of particulars see posters at botels and depot.

R. M. REED, Gen'l Supt., New-Martin.

JOHN T. MOODY, Sopt. Div. New-York.

SARATOGA—DIRECT ROUTE—Fare \$2 75 through via Citizens' Line. Elegant stemphonts daily Saturdara excepted, at 6p m., from Poer 49. North Biver, foot of Leron-st. Excursion tickets, Saratoga and return, good for 30 days, only \$5. SOUTH SIDE R. R. OF LONG ISLAND. Trains depart and arrive at Roosevelt and Grand-at forries N. Ta

NARRAGANSETT STEAMSHIP CO. FALL RIVER LINE FOR BOSTON VIA NEWPORT AND PALL RIVER,

tially, (Sondays included), at 5 p. m.
Prom Pier 25. North River, foot of Murray-stTHE WORLD-RENOWNED STRANGES

BRISTOL and PROVIDENCE,

Capt. A. G. SIMBONS.

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The most direct route to Taunson, Middlebony, Plymouth, New Bedford, Markat's Yinverid, Nanuerkei, and all points on the South Stores and Cape Cod Railway. Also, through thebase is the WHITE MOUNTAINS, and all principal points in New Rugland and the Presisces. For teacher and state-routes, help at 241 Hozalway, 272 Bironivary, corner forming at: Broadway, corner Twenty-mirly at: poor's Kapina Offices, 944 Broadway, and No. 10 Coarten. Berootteer or at the uffer on the Pres.

A. P. BACON, Superingstodest.

H. B. MANGAN General Freight Agent.